

EXHIBIT D – CITY’S AND CONTRACTOR’S NEGOTIATED SCOPE/STATEMENT OF SERVICES

The Contractor shall provide on-demand MicroTransit service in the service area(s) identified in the Northwest Community Service Area map, attached and incorporated herein. The service will have dynamic routing allowing passengers to request door-to-door service for trips originating and ending within the geofenced service area(s). The service shall provide a safe, reliable, and efficient public transportation alternative to both residents and visitors alike.

The service shall:

- Operate in the Northwest Community Service Area referred to herein as Northwest. This will cover Rock Island Community Development, Lake Aire Palm View Homeowners Association, Golden Heights Neighborhood Association, Dillard Park Homeowners Association, Lauderdale Manors Homeowners Association, River Garden Sweeting Estate Homeowners Association, Home Beautiful Park Civic Association, which some areas are a portion of Northwest-Progresso-Flagler Heights Community Redevelopment Area (CRA). This service area also includes the Fort Lauderdale Tri-Rail station and the shopping plaza on the southeast corner of Broward Boulevard and Riverland Road as shown in the Northwest Community Service Area map, attached and incorporated herein.
- Operate in any other areas of the City, in the future, including but not limited to the Downtown, Beach, and Galt Mile service areas.

1. Service Operations

- a. The Contractor is to provide service for 12 hours per day, seven (7) days per week for Northwest.
- b. The Contractor is to provide service from 8am to 8pm for Northwest on all days except Thanksgiving and Christmas.
- c. For Northwest, service will be adjusted based upon needs identified from the first six months of data and the availability of funds. Ridership, service levels, service area, and number of vehicles will be the main factors in determining if service will remain the same, decrease, or expand based on ridership demand.
- d. The City reserves the right to modify service area(s), fleet size, schedules, way of operation (on-demand or fixed route service) as needed to maintain service reliability and to respond to budgetary constraints. The Contractor will be notified in connection with any modifications in writing within thirty (30) calendar days of any anticipated changes.
- e. Driver's breaks and vehicle charging (as applicable) shall take place during the time of lowest passenger demand, which will be determined after service start and a maximum of only one (1) vehicle per service area could be out of service due to charging or for drivers' break at any given time. Billable hours will exclude time needed for vehicle charging and/or drivers breaks during which service is not being provided to the public.

2. Service Interruptions

- a. All service interruptions shall be reported to the City immediately as they occur. Contractor shall use best effort to commence service as soon as possible and no later than an hour from the time service interruption occurred.
- b. The Contractor shall not be compensated for any time elapsed without service. Total service interruptions in hours shall be listed on each monthly invoice.

- c. During the time the vehicle is out of service, a customer friendly message shall be displayed on the mobile application advising as to the reason why service is not available, as well as when service will become available.

3. Requesting Trips

- a. The Contractor shall provide and maintain a mobile application that users can use to request service and that drivers can use for route planning and dispatch.
- b. The mobile application shall:
 - i. Be compatible with iOS and Android-powered smartphones.
 - ii. User-friendly interface that passengers can use to primarily reserve and cancel requested trips, as well as provide feedback, and receive service updates.
 - iii. Allow passengers to request a wheelchair accessible vehicle.
 - iv. Allow navigation of vehicles to guide drivers through the most efficient route.
 - v. Allow automatic ride pooling capabilities to optimize vehicle capacity while minimizing vehicle miles travelled.
 - vi. Provide the real-time location and estimated time of arrival of the vehicles for both passenger pickup and drop-off.
- c. The Contractor shall also provide alternative methods by which passengers can request trips online, via phone or by hailing. A trip request shall be allowed up to twelve (12) hours in advance of trip request time.

4. Advertising

- a. External advertising is prohibited on vehicles servicing Northwest.
- b. For all other service areas, external advertising on vehicles may be allowed to offset the hourly cost of operating the service contingent on the approval by the City.
- c. Advertisements should not be controversial by nature (i.e., no alcohol, no tobacco, no human reproduction and adult-oriented goods and services, no profanity and nudity, no firearms, no message of violence, or no political ads).
- d. Prior to the installation of any advertisement, the Contractor is required to submit the advertisement content to the City's Project Manager, for the City's review and approval.
- e. If the advertisement is approved, the Contractor shall have the right to solicit and sell advertising to be installed on vehicles and enter into separate agreements with advertisers for the placement of advertising on the vehicles and negotiate the advertising rates. The City reserves the right to request and receive a copy of the separate agreements.
- f. The Contractor, at its sole cost and expense, shall be responsible for the design, development, production, redesign, removal, and installation of such advertising.
- g. The City, at its discretion, may request the removal of any advertisement if it deems the advertisement is offensive, objectionable, or inappropriate.
- h. The Contractor is required to remove any and all non-compliant advertisement content within 24 hours after receipt of official notice from the City Manager or City's Project Manager. Additionally, any outdated advertisement shall be removed from vehicles at no cost to the City.

5. Fares

- a. Fare collection is prohibited for Northwest.
- b. For all other service areas, the MicroTransit service shall be fare-free unless a fare is established by the City in the future.

- c. Contractor shall provide the ability to charge a fee per rider and issue discounts via promo codes if the City decides to establish a fare for specific service areas.
- d. The City shall keep all collected fares. Contractor shall only keep the fare processing fees.
- e. The Contractor and drivers shall not solicit tips or gratuities either in cash or via the app for service provided.

6. Reporting Requirements

- a. The Contractor shall provide a real-time online data portal where City staff can track program metrics and view historical data.
- b. The Contractor shall provide City staff access to the Contractor’s software program for the purpose of generating reports and monitoring service activity.
- c. The data portal or supplementary data report shall include:
 - i. hourly, daily, weekly, monthly ridership
 - ii. service utilization per time of day, day, week, month (total time vehicles were engaged in providing service over the total service time available)
 - iii. list of trip origins and destinations
 - iv. top requested trip origins and destinations heat maps
 - v. wait times in tiers (0-5 minutes, 5-10 minutes, 10-15 minutes, 15-20 minutes, etc.)
 - vi. passenger demographics
 - vii. ride request method utilized
 - viii. number of canceled trips (by operator and by the customers) including the reason and the area. For cancelled trips, information as to duration of time between when ride was requested and cancelled shall be reported
 - ix. number of missed trips (if vehicle didn't serve customer and customer never cancelled request)
 - x. number and nature of complaints on daily, weekly, and monthly basis
 - xi. gross/net revenue collected in case of fare system
 - xii. average wait time from request through the mobile app until driver assignment
 - xiii. average wait time from driver assignment until arrival by assigned driver
 - xiv. difference between estimated wait time and actual wait time
 - xv. average unique users per month
 - xvi. ability to view real-time location of each vehicle in service
 - xvii. drivers' ratings and feedback received from the passengers

7. Invoicing

- a. The Contractor’s monthly invoice shall include the following:
 - i. Number of operating hours by vehicle per month (including vehicle ID)
 - ii. Hourly rate
 - iii. Number of missed operational hours
 - iv. Special event hours (for applicable service areas only)
 - v. Advertising revenue issued as revenue and not credit (for applicable service areas only)

8. Vehicles

- a. For Northwest, two (2) EV Sedans (Kia or similar) shall be provided for the service area.
- b. The Contractor shall provide, operate, and maintain at least one (1) wheelchair-accessible ADA compliant vehicle per service area.
- c. To avoid service interruptions, spare vehicles shall be available.

- d. The Contractor shall be responsible for the acquisition, maintenance, storage and charging/fueling of the vehicles.
- e. The Contractor is responsible for the cleanliness of the interior and the exterior of the vehicles.
- f. No music should be played on board this service.
- g. The vehicles should be equipped with a global positioning system (GPS) devices and trip dispatching software tools that allow for the real-time tracking of the vehicles and facilitate the timely on-demand pickup/drop-off of passengers.
- h. Vehicles shall be compliant with Section 341.061, Florida Statutes and FAC Rule Chapter 14-90.
- i. Vehicles should be equipped with operable air conditioning and heating system.
- j. Vehicle exteriors shall be free of grime, and other substances, and be free from cracks, breaks, dents, and damaged paint or wrapping that noticeably detracts from the overall appearance of the vehicle.
- k. Vehicles shall be equipped with a camera system with night vision, infrared and audio features capable of storing the videos for a minimum of 30 days.
- l. Any video footage requested from the Contractor shall be provided withing 1 week of the City's request.

9. Drivers

- a. The Contractor shall provide the City with background checks on all drivers. Vendor shall comply with the requirements of Section 435.04, Florida Statutes and ensure that only those employees who have successfully passed the background screening required by Section 435.04, and who meet the standards established by Section 435.04, be allowed to perform services under the program.
- b. All drivers must have a valid Florida driver's license(s) and adhere to all City, Broward County, and state traffic and laws.
- c. Contractor to obtain complete background checks on all drivers, including driving records, criminal checks and employment references, conduct initial drug testing, and provide a training program for newly hired drivers.
- d. Contractor will not hire any convicted felon or any person who has been convicted or pled guilty to driving under the influence of drugs or alcohol as a misdemeanor in any state. Contractor will not hire a driver with more than three (3) infractions relating to driving a motorized vehicle within the previous 24 months.
- e. Contractor to review each driver's driving and criminal records at least annually.
- f. Drivers may refuse service to any person who is disorderly, or to any person who causes a driver to have a reasonable fear for his or her safety. Those instances shall be properly documented and provided to the City.

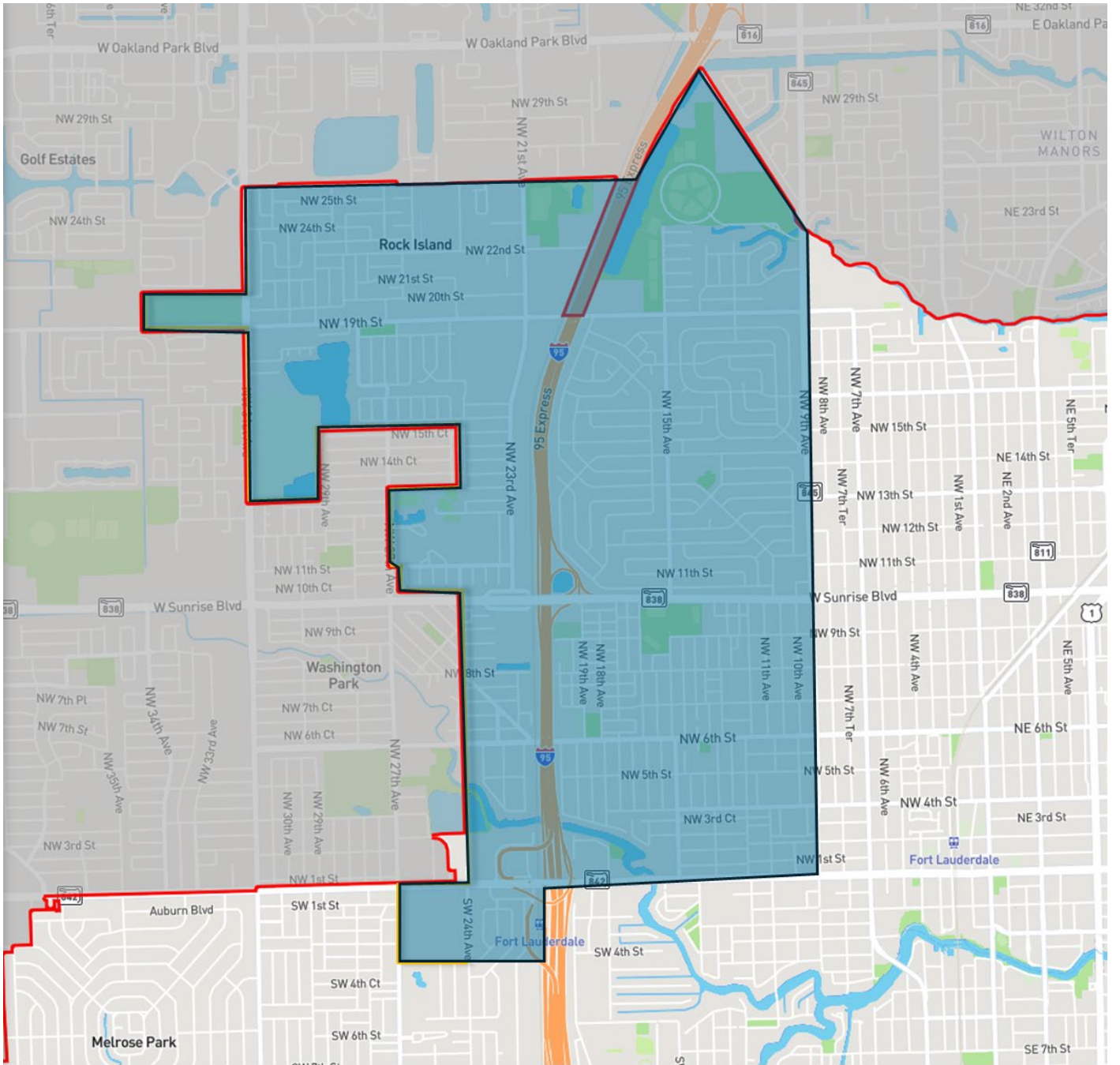
10. Compliance

- a. Contractor shall secure and maintain proper licensing, registration, and insurance for operation of the service from the appropriate entities.
- b. The Contractor is required to comply with all applicable State of Florida Department of Transportation (FDOT) regulations and federal safety requirements; including but not limited to Florida Statute Section 341.061, Rule Chapter 14-90 Florida Administrative Code (FAC), and the US Department of Transportation (DOT) Title 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA). The Contractor shall comply with the checklist attached and incorporated herein, as well as any annual updates provided by FDOT.
- c. The Contractor is required to prepare and implement a System Safety Program Plan (SSPP) and Security Program Plan (SPP) that meets the requirements of FDOT and FAC 14-90, to be reviewed

and approved by the City. The SSPP and SPP shall include documented evidence in the form of an approvals page that demonstrates that the authorized representatives of the City have reviewed and approved the Contractor's plans and confirmed that the plans meet the requirements of the FDOT and FAC 14-90 and are approved for implementation. The SSPP and SPP shall be submitted to the City at least 30 days prior to FDOT's annual certification deadline for City's review and comment.

- d. After review and approval by the City, the SSPP and SPP shall be submitted to FDOT by the annual certification deadline. On an annual basis or more often as required, the Contractor shall perform a review of the SSPP and SPP for compliance with the FAC 14-90 and provide the City with a report that assesses any proposed changes to each of two plans. The City reserves the right to perform monitoring at its discretion or to verify that the Contractor follows 14-90 FAC and the adopted SSPP and SPP.
- e. The City will participate in periodic safety meetings offered by the Contractor to drivers and other employees, and Risk Management activities under the auspices of the Contractor's insurance carrier or other organizations. The Contractor will require all drivers, dispatch personnel, vehicle maintenance mechanics, and supervisors to participate in related activities.

Northwest Community Service Area Map



- City Boundary
- Service Area Boundary

BUS TRANSIT SYSTEM SAFETY AND SECURITY REQUIREMENTS

of

Bus Transit System

By

FLORIDA DEPARTMENT OF TRANSPORTATION

I. SAFETY REVIEW CHECKLIST ITEMS

Equipment and Operational Standards

- (1) Develop and Adopt System Safety Program Plan (SSPP)
- (2) Develop and Adopt Security Program Plan (SPP)
- (3) Develop and Adopt Wireless Communications Plan
- (4) Qualification, Selection and Training of Drivers
- (5) Record Maintenance, Retention and Distribution
- (6) Drug Free Workplace & Substance Abuse Management
- (7) Establish Written Maintenance Plan/Bus Maintenance
- (8) Event Investigation
- (9) Medical Examinations & Certifications for Bus Drivers
- (10) Operational and Driving Requirements
- (11) Vehicle Procurement
- (12) Bus Safety Inspections
- (13) Certification

II. System Safety Program Plan (SSPP) (Rule 14-90.004, F.A.C.)

At a minimum, the SSPP appropriately addresses the following safety elements and requirements	Yes/ No	Comments Deficiency, Areas of Concern, Observation
Safety policies and responsibilities.		
Vehicle and equipment standards and procurement criteria.		
Operational standards and procedures.		
Bus driver and employee selection.		
Driving requirements.		
Bus driver and employee training.		
Vehicle maintenance.		
Investigation of events.		
Hazard identification and resolution.		

Equipment for transporting wheelchairs.		
Safety data acquisition and analysis.		
SSPP requirements for contractors.		
Records retention.		
Certification requirements.		
Requirements for safety inspections of all operable transit buses at least annually in accordance with Rule Chapter 14-90, F.A.C.		
Wireless Communications Plan (WCP) requirements.		

(2) Security Program Plan (SPP) (Rule 14-90.004, F.A.C.)

SPP addresses the following security elements and requirements at a minimum	Yes/No	Comments Deficiency, Areas of Concern, Observation
Security policies, goals, and objectives.		
Organization, roles, and responsibilities.		
Emergency management processes and procedures: mitigation, preparedness, response and recovery.		
Procedures for the investigation of events under Rule 14-90.004(5) F.A.C.		
Procedures for the establishment of interfaces with emergency response organizations.		
Procedures for interagency coordination with local law enforcement jurisdictions.		
Employee security and threat awareness training programs.		
Security data acquisition and analysis.		

Emergency preparedness drills and exercises.		
Certification requirements.		
SPP requirements for Contractors.		
Procedures for oversight and monitoring of contactors compliance with security requirements.		
Procedures for SPP maintenance and distribution: includes disclosure prohibition per Section 119.071(3)(a), F.S.		

(3) Wireless Communications Plan (WCP) (Rule 14-90.004, F.A.C.)

At a minimum, the WCP appropriately addresses the following safety elements and requirements	Yes/No	Comments Deficiency, Areas of Concern, Observation
Prohibits the use of a personal wireless communications device while the transit vehicle is in motion.		
Requires that all personal wireless communications devices be turned off, with any earpieces removed from the operator's ear while occupying the driver's seat.		
Contains a policy on the use of a wireless communications device issued to the operator by the transit system.		
Has guidelines developed for the use of a wireless communications device in emergency situations (example: medical emergencies, family emergencies, and/or when regular issued equipment is inoperable during the emergency).		
Has a policy or procedure that guarantees the use of a wireless communications device will not interfere the operator's safety related duties.		
Has a wireless communications driver educational training program.		

The driver educational program address the proper use of a wireless communications device issued by the transit system.		
The driver educational program addresses hazards (accidents/incidents) associated with the use of a wireless communications device.		

(4) Qualification, Selection, and Training of Drivers (Rule 14-90.004, F.A.C.)

The bus transit system has established the following criteria for the selection and qualification of all drivers	Yes/ No	Comments Deficiency, Areas of Concern, Observation
Standards for driver qualifications and criteria for background checks.		
Driver and criminal background checks for all new drivers.		
Verification and documentation of valid driver licenses for employees who drive buses.		
The bus transit system has a driver training program that provides explicit instructional and procedural training and testing in the following areas		
1. Bus transit system safety and operational policies and procedures.		
2. Operational bus and equipment inspections.		
3. Bus equipment familiarization.		
4. Basic operations and maneuvering.		
5. Specific instructions to the bus driver on how to safely approach and depart from a transit bus stop to avoid contact with pedestrians and other hazards.		
6. Boarding and alighting passengers.		
7. Operations of wheelchair lifts and other special equipment		

8. Defensive Driving.		
9. Passenger assistance and securement.		
10. Handling of emergencies and security threats.		
11. Security & threat awareness.		
12. Driving Conditions.		

5) Operational and Safety Procedures (Rule 14-90.004)(3)(e), F.A.C.)

bus transit system provides the following written operational and safety procedures	Yes/No	Comments Deficiency, Areas of Concern, Observation
1. Communication & handling of hazards, unsafe conditions, security threats, and emergencies.		
2. Familiarization and operation of safety and emergency equipment, wheelchair lift equipment and restraining devices.		
3. Application and compliance with all applicable federal and state laws, rules, and regulations.		
4. Requirements for drivers to complete and submit a daily inspections report. <i>(Rule 14-90.006, F.A.C.)</i>		

(6) Records Retention, and Distribution

The bus transit system maintain the following records for at least four years	Yes/No	Comments Deficiency, Areas of Concern, Observation
Driver Records (Rule 14-90.004)(3)(g), F.A.C.)		
Records of bus drivers background checks and qualifications.		
Detailed description of training administered & completed by each driver.		

Each bus drivers daily duty status: total days worked, on-duty hours, driving hours and time reporting on and off duty.		
Maintenance Records (Rule 14-90.004)(4)(d), F.A.C.)		
Make, model, license number, or other means of identification and ownership of vehicles.		
Date, mileage, description of inspection, maintenance and lubrication intervals		
Transit system maintains records of vehicle inspections, PMs and repairs made off site.		
If not owned by bus transit system, name of person or lessor furnishing vehicles.		
Name and address of entity or contractor performing inspection, maintenance, lubrication, or repairs.		
Safety Inspections (Rule14.90-009)(5), F.A.C.)		
Records of annual safety inspections and documentation of any corrective actions.		
Event and Incident Reporting and Investigation Records (Rule 14-90.004)(7), F.A.C.)		
Notification and Investigation reports, findings, causal factors, corrective action plans, supporting documents.		
Medical Records (Rule 14-90.0041)(4, F.A.C.)		
Required proof of Biennial, Pre-employr and any Follow-up medical exams of employee bus drivers .		
SSPP & SPP Review and Revision (Rule 14-90.010)(d), F.A.C.)		
Reviews of the SSPP and SPP have been conducted to ensure they are up-to-date.		
Pre-trip Inspections and Corrective Action (Rule 14-90.006, F.A.C.)		
Bus transit system maintains daily vehicle inspections and documented corrective actions a minimum of two weeks.		

(7) Drug Free Workplace (Rule 14-90.004(3)(h), F.A.C.)

Substance abuse management program criteria includes the following	Yes/ No	Comments Deficiency, Areas of Concern, Observation

<p>The bus transit system has established a drug free workplace policy statement in accordance with <i>Drug-Free Workplace Act [Reference Title 49, Code of Federal Regulations, Part 32 and Rule 14-90.004(3)(h)</i> and a substance abuse management and a testing program pursuant to <i>49CFR parts 40 and 655</i>.</p>		
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(8) Bus Maintenance (Rule 14-90.004)(4), F.A.C.)

Bus Maintenance Plans and Procedures are established as follows	Yes/ No	Comments Deficiency, Areas of Concern, Observation
<p>The bus transit system has established a maintenance plan and procedures for preventive and routine maintenance for all buses operated.</p>		
<p>Maintenance plan and procedures assure that all buses operated, all parts and accessories on such buses, and any additional parts and accessories which may affect safety of operation, are regularly and systematically inspected, maintained and lubricated to standards that meet or exceed the bus manufacturer's recommendations and requirements.</p>		
<p>Maintenance plan assures that a recording and tracking system is established for types of inspections, maintenance, and lubrication intervals, including date or mileage when services are due.</p>		
<p>Maintenance plan assures that proper preventive maintenance is performed when a bus is assigned away from the system's regular maintenance facility or when maintenance services are performed under contract.</p>		

(9) Event Investigation (Rule 14-90.004)(5), F.A.C.)

Bus transit systems addresses investigation of events as follows	Yes/ No	Comments
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		Deficiency, Areas of Concern, Observation
Bus transit system has written investigation policy or procedure(s) for any event involving a bus or taking place on the bus transit system.		
Investigation is conducted for a fatality or where an individual is confirmed dead within 30 days of a bus transit event.		
Investigation is conducted for injuries involving medical attention away from the scene for two or more individual.		
Investigation is conducted for property damage over \$1,000 to transit system buses, non-bus transit system vehicles, other bus system property or facilities, or any other property.		
Investigation is conducted for evacuation of bus due to life safety event, where there is imminent danger to the passengers.		
Events are investigated and documented in a final report that includes a description of the investigation activities, identified causal factors and any identified corrective actions.		
Corrective action plans are developed by the bus transit system that will identify planned actions and schedule for implementation.		
Bus transit system monitors and tracks the implementation and completion of each corrective action.		

**(10) Medical Examinations for Bus Transit System Drivers
(Rule 14-90.0041, F.A.C.)**

Bus transit system has established the following medical examination requirements for all applicants to driver positions and for existing drivers	Yes/ No	Comments Deficiency, Areas of Concern, Observation
Medical Examination requirements are established using Form Number 725-030-011 , effective 05/09, or an equivalent form that meets or exceeds standards.		
Medical Examinations are completed for new drivers.		
Bus transit system have on file a completed and signed medical examination certificate (signed by medical examiner and driver)for each bus driver, dated within the past 24 months.		
A return to duty examination is completed for any driver prior to returning to duty after having been off duty for 30 or more days due to an illness, medical condition or injury.		

(11) Operating and Driving Requirements (Rule 14.90.006, F.A.C.)

The bus transit systems has established a driver's handbook and/or procedures to address the following operating and driving requirements	Yes/ No	Comments Deficiency, Areas of Concern, Observation
A requirement for buses to be operated at all times in compliance with applicable traffic regulations, ordinances, and laws of the jurisdiction in which they are being operated.		
A procedure for a bus transit system driver to report the suspension or revocation of a license to operate a motor vehicle immediately or no later than the end of the business day following the day he or she received the notice.		

A process for tracking and monitoring on duty and driving hours compliant with the driving and on-duty hours standards of Rule 14-90.006, F.A.C.		
A driver that has been required to drive for 12 hours in a 24 hour period or a driver that has been on duty for 16 hours in a 24 hour period has had 8 hours off duty prior to returning to duty.		
A driver that has been on duty for 72 hours in any period of seven consecutive days has had 24 consecutive hours off duty prior to returning to duty.		
Pre-operational or daily inspections and reporting are required for drivers to identify defects and deficiencies.		
Inspections address the following parts and devices to ascertain that they are in safe condition and good working order: service brakes, parking brakes, tire and wheels, steering, horn, lighting devices, windshield wipers, rear mirrors, passenger doors, exhaust system, equipment for transporting wheelchairs, and safety, security, and emergency equipment.		
A process or procedure exists to address and resolve deficiencies and record corrective actions for inspection findings.		
The Bus Transit System addresses the following required safety criteria in their operational procedures, driver's handbook, and the driver training program		
Requirement that a bus with any passenger door in the open position shall not be operated with passengers aboard.		
During darkness, interior lighting and lighting in stepwells on buses shall be sufficient for passengers to enter and exit safely.		
Prohibition against passengers occupying the stepwell or any area forward of the standee line while the bus is in motion.		

Prohibitions for fueling buses in closed building or refueling while passengers are on-board.		
Requirement for the driver to be properly secured to the driver's seat with a restraining belt at all times while the bus is in motion		
Requirement that buses shall not be left unattended with passengers aboard for longer than 15 minutes.		
Requirement that buses shall not to be left unattended in an unsafe condition with passengers aboard at any time.		
Proper setting of parking brake and holding device.		

(12) Vehicle Equipment Standards & Procurement Criteria
(Rule 14-90.007, F.A.C)

Bus transit system has established the following minimum equipment standards and procurement criteria	Yes/ No	Comments Deficiency, Areas of Concern, Observation
The SSPP has procedures that address State and Federal motor vehicle safety and procurement standards.		
Requirements for manufacturers to submit proof of strength and structural integrity tests on new buses.		
Vehicles purchased and operated are equipped in compliance with Rule 14.90. 007, F.A.C. with the following: mirrors, wiring & battery, brake interlock systems, standee line, handrail & stanchions, flooring, steps & thresholds, doors, emergency exits, tires & wheels, seat belts & fire extinguishers.		
Type1 buses are equipped with portable red reflectors warning devices in compliance with Section 316.300, F.S.		

Certification label for wheel chair lifts, ramps and securement devices in or on vehicle. Rule 14.90.007(14), F.A.C.		
Inspections and maintenance procedures are established for wheel chair lift equipment, ramps and securement devices.		
Instructions for normal and emergency operation are carried or displayed in vehicle.		

(13) Vehicle Safety Inspections (Rule 14.90.009, F.A.C.)

The bus transit system has established the following annual bus inspection criteria:	Yes/ No	Comments Deficiency, Areas of Concern, Observation
Annual inspections are conducted for each vehicle operated by the agency and all contractors according to 14-90.009 F.A.C.		
Safety inspection report includes: individual(s) performing inspection, identification of bus transit system, date of inspection, equipment & devices inspected, any deficiencies, required corrective actions for defective and/or deficient items, and dates of completion.		
Safety inspections are conducted as part of routine scheduled maintenance inspections.		

(14) Certification (Rule 14.90.010, F.A.C.)

	Yes/ No	Comments Areas of Concern, Deficiency, Observation
Bus transit system has submitted an annual safety and security certification to the Department for the prior calendar year, and the certification is on file and current.		
Safety Certification address SSPP, SPP, and safety inspections.		